Maryland Historical Trust

Maryland Inventory of Historic Properties number: G-V-A-179

Name: US 219 over Youghiogheny River.

The bridge referenced herein was inventoried by the Maryland State Highway Administration as part of the Historic Bridge Inventory, and SHA provided the Trust with eligibility determinations in February 2001. The Trust accepted the Historic Bridge Inventory on April 3, 2001. The bridge received the following determination of eligibility.

MARYLAND HISTORICAL TRUST

Eligibility Recommended _____ Eligibility Not Recommended __X____

Criteria: ____A ____B ____C ____D Considerations: ___A ___B ___C ___D ___E ___F ___G __None

Comments:_____

_____

_____

Reviewer, OPS:_Anne E. Bruder_____ Date:__3 April 2001____

Reviewer, NR Program:__Peter E. Kurtze_____ Date:__3 April 2001____

Maryland Inventory of Historic Properties MHT Number G-V-A-179
Historic Bridge Inventory
Maryland State Highway Administration
Maryland Historical Trust

SHA Bridge No. 11024 **Name:** US 219 over Youghiogheny River

Location:
Street/Road Name and Number: US 219 (Elkins Oakland Road)

City/Town: Redhouse **Vicinity** X

County: Garrett

Ownership: X State County Municipal Other

This bridge projects over: Road Railway X Water Land

Is the bridge located within a designated district: yes X no

_NR listed district _NR determined eligible district
_locally designated _other
Name of District

Bridge Type:

_Timber Bridge
_Beam Bridge _Truss-Covered _Trestle
_Timber-and-Concrete

_Stone Arch

_Metal Truss

_Movable Bridge
_Swing _Bascule Single Leaf _Bascule Multiple Leaf
_Vertical Lift _Retractile _Pontoon

__Metal Girder
_Rolled Girder _Rolled Girder Concrete Encased
_Plate Girder _Plate Girder Concrete Encased

_Metal Suspension

_Metal Arch

_Metal Cantilever

X Concrete
X Concrete Arch _Concrete Slab _Concrete Beam
_Rigid Frame

_Other Type Name_____

Describe Setting:

Bridge 11024 carries US 219 over the Youghiogheny River in Garrett County. US 219 runs northeast and southwest over the northern flowing Youghiogheny River. The bridge is in a sparsely populated rural farming region. The bridge is surrounded by farmland.

Describe Superstructure and Substructure:

Bridge 11024 is a single-span filled concrete arch bridge. The length of the bridge is 27 feet with a clear span of 23 feet. The bridge has a rise of 8 feet from springline to the crown. The spandrel walls are approximately 5 feet high and 7 feet wide. There is a clear roadway width of 24 feet, with an overall bridge width of 26 feet 6 inches. The spandrel walls have been repaired and are failing. According to a 1995 inspection report the eastern spandrel wall has severe spalling and deterioration. There is a 12-foot by 2-foot by 2-foot section missing from the eastern walls. Fill on this side of the bridge near the arch ring is loose with up to a 2-foot opening near the apex of the ring. The west side wall has medium areas of heavy scaling and deterioration. Small spalls exist in the spandrel walls and the arch ring. The west side of the arch is in good condition. The overall condition of the bridge is fair, with a sufficiency rating of 48.3.

Bridge 11024 does not retain its original parapets. The bridge has concrete curbs with modified traffic barriers or guardrails. The guardrails are attached to steel posts. The steel posts are attached to a concrete cap that extends across the bridge.

Discuss Major Alterations:

In 1927 the original bridge was widened . At an unknown date the 1927 parapet walls were removed and replaced with a guardrail system. The upstream spandrel wall has been repaired with gunite.

When Built: Unknown/1927
Why Built: Unknown
Who Built: State Roads Commission
Who Designed: State Roads Commission
Why Altered: Parapets were unsafe and deteriorated.
Was this bridge built as part of an organized bridge building campaign? It is unknown why the original bridge was built.

<u>Surveyor Analysis:</u>

This bridge may have NR significance for association with:
__A Events _Person
__C Engineering/Architectural

This bridge does not have National Register significance due to its poor condition and loss of parapets.

Was this bridge constructed in response to significant events in Maryland or local history?

It is unknown why the first bridge at this site was built. However, during the early days of improved road construction in Maryland, a policy of building narrow roads and bridges was adopted so that a complete system of highways might be obtained in a reasonable time and with the limits of available funds. As the traffic increased it became necessary to reconstruct existing roads to sufficient width and strength. In 1918, the State Roads Commission developed the use of a concrete shoulder for widening and strengthening old roads of all types. By the end of 1930 Maryland had approximately 700 miles of roadway which had been widened and strengthened by the construction of concrete shoulders. With the widening of roadways many bridges were also widened.

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Is the bridge located in an area that may be eligible for historic designation and would the bridge add to or detract from historic and visual character of the possible district?

No, this bridge is not located in an area that is eligible for historic designation.

Is the bridge a significant example of its type?

No, this bridge is not a significant example of its type. The parapets have been removed. The spandrel walls are deteriorated and can not be repaired any further. The incisions on the spandrel walls and wingwalls that should be found on a structure rebuilt in 1927 are not present.

Does the bridge retain integrity of the important elements described in the Context Addendum?

No this bridge does not retain integrity of its character defining elements. The obvious loss is the bridge's parapets. The spandrel walls and the arch ring are deteriorated and losing fill.

Should this bridge be given further study before significance analysis is made and why?

No, the bridge should not be given further study.

Bibliography:

County inspection/bridge files _____ **SHA inspection/bridge files** X
Other (list):

Johnson, Arthur Newhall
1899 The Present Condition of Maryland Highways. In *Report on the Highways of Maryland.* Maryland Geological Survey, The Johns Hopkins University Press, Baltimore.

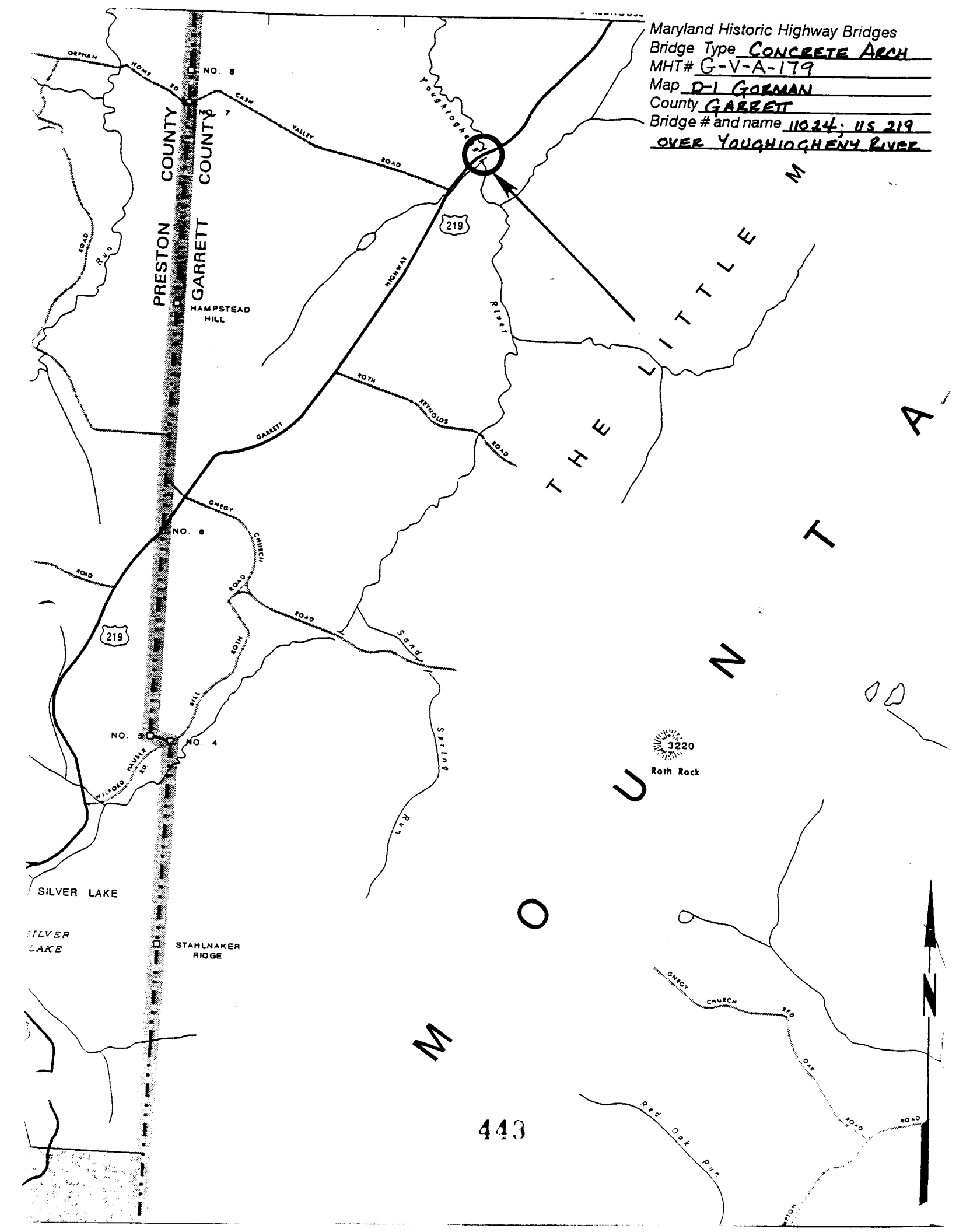
P.A.C. Spero & Company and Louis Berger & Associates
1995 Historic Highway Bridges in Maryland: 1631-1960: Historic Context Report. Maryland State Highway Administration, Maryland State Department of Transportation, Baltimore, Maryland.

State Roads Commission
1958 *A History of Road Building in Maryland.* State Roads Commission of Maryland, Baltimore, Maryland.

Tyrrell, H. Grattan
1909 *Concrete Bridges and Culverts for Both Railroads and Highways.* The Myron C. Clark Publishing Company, Chicago and New York.

SURVEYOR:

Date bridge recorded December 1997
Name of surveyor Wallace, Montgomery & Associates / P.A.C. Spero & Company
Organization/Address P.A.C. Spero & Co., 40 W. Chesapeake Avenue, Baltimore, MD 21204
Phone number (410) 296-1635 **FAX number** (410) 296-1670


Maryland Historic Highway Bridges
Bridge Type CONCRETE ARCH
MHT# G-V-A-179
Map D-1 GORMAN
County GARRETT
Bridge # and name 11024; US 219 OVER YOUGHIOGHENY RIVER
PRESTON COUNTY
GARRETT COUNTY
HAMPSTEAD HILL
SILVER LAKE
STAHLNAKER RIDGE
THE LITTLE MOUNTAIN
3220
Rath Rock
219
N

BR# ~~10112410~~ 11024 G-V-A-179

OVER YOUGHIOGHENY RIVER

GARRETT CO MD

DAVID KING

1/19/95

SHA

NORTH APPROACH

1 of 1

EC# ~~10121110~~ 11024

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OVER YOUGHIOGHENY RIVER

GARRETT CO MD

DAVID KING

1/19/95

SHA

SOUTH APPROACH

2 OF 4

~~11024~~ G-V-A-179

OVER YOUGHIOGHENY RIVER

GARRETT CO MD

DAVID LANE

11/81

SHA

WEST ELEVATION (DOWNSTREAM)

30 4/

BR# ~~10112440~~ 1024 G-V-A-179

OVER YOUGHIOGHENY RIVER

GARRETT CO. MD

DAVID KING

1/19/95

SHA

EAST ELEVATION (UPSTREAM)

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